

The preferred horizontal alignment follows the landform, minimizing cut and fill.

Divided Independent Road Sections

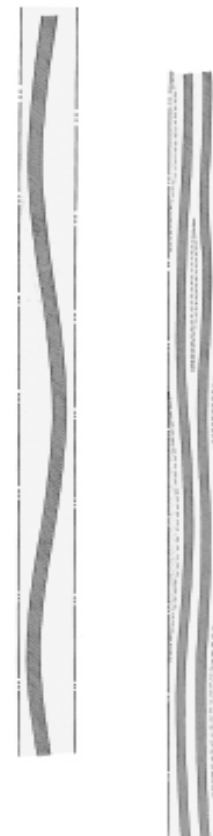
- Minimize the impact of the road on the landscape in areas with a four-lane divided configuration, such as north and south of Arlee and between Ronan and Polson, and allow the landscape character to cross the road with native landforms, rocks, and plant material up to the shoulder margins and across the land in the median strip between the roads.

Deviations from Right-of-Way

This section of the guidelines is intended to address issues related to relocating the road outside of the right-of-way.

In most locations, new alignments for US 93 shall be designed to fit within *the* right-of-way as established by the Access Control and Corridor Preservation project. Areas where a new alignment goes outside of the right-of-way includes, but is not limited to:

- (1) Parcel 5-133 (parcel numbering is in accordance with the Access Control and Corridor Preservation plan), which is west of US 93 and is located approximately 1.5 mile



Examples of curvilinear alignments within the right-of-way.

south of Pablo. This parcel is Tribally owned.

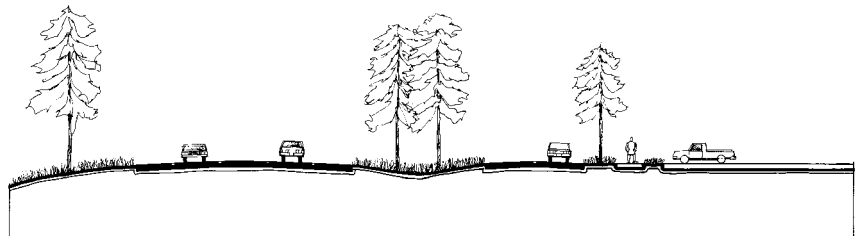
- (2) Parcel 5-34, which is east of US 93 and is located just south of the Pablo city limit. The realignment is intended to emphasize the dunes and pines as you enter Pablo. This parcel is Tribally owned.
- (3) Parcel 5-82, which is west of US 93 and is located just north of the Tribal housing center at the north end of Pablo. The realignment is intended to emphasize the dunes and pines as you enter Pablo.

Highway Shoulders

This section of the guidelines is intended to address issues related to the use of shoulders along US 93.

- Provide paved shoulders along the majority of the road. The width of the shoulders should meet AASHTO/State standards.
- Use rumble strips per MDT policy at edge of road to help separate the road from the shoulder.

In Ravalli, a reduced cross-section allows for planted buffers between the highway, frontage road, and pedestrians.



Road Accessories

This section of the guidelines is intended to address issues related to guardrails, bridges, culverts, ramps, walls, or other elements located adjacent to US 93.

- To help delineate special locations such as scenic overlooks, interpretive sites, and portals, guardrails should be constructed of steel-backed timber beams and posts and left natural or stained, not painted. In other locations, guardrails could be cor-ten or weathering steel w-beams on wood posts. Design guardrails and bridge rails to be crashworthy and to meet or exceed all AASHTO standards.
- Construct all bridge railing walls, headwalls, and wing walls of reinforced concrete and finished with a veneer. Fabricated stone

Use a stone veneer for visible sections of major road structures.

